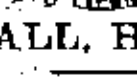


INTENTIONS.

THEATRE  ROYAL
CITY HALL, HONGKONG.
(LESSEES: FEMBERTON W. WILLARD.)
PATRON: HIS EXCELLENCY SIR GEO.
F. BOWEN, G.C.M.G..
THE EMILIE MELVILLE OPERA
COMPANY.
PROPRIETOR..... STONOR G. VERDI.
THIS (TUESDAY) EVENING.
 the 22nd September, 1855.
LAST NIGHT BUT ONE OF
THE EMILIE MELVILLE OPERA
COMPANY.
AND
GRAND COMPLIMENTARY BENEFIT
To Miss EMILIE MELVILLE.
When will be re-produced by general request.

"CARMEN."
 TO-MORROW, WEDNESDAY, EVENING,
 the 23rd September, 1885.
 Under the Distinguished Patronage and in
 the Presence of H. E. SIR GEO. BOWEN,
 G.C.M.G., will be produced on a scale of great
 magnificence GIBERT AND SULLIVAN'S
 LATEST LONDON SUCCESS
 "THE MIKADO."
 CONDUCTOR, SIGNOR VALENZA.
NEW SCENERY AND EFFECTS.
 Plan now open at KEGG & WALSH, (LIMITED)
 PRINCE OF WALES STREET.

Dress Circle and Stalls \$2.
 Pit \$1.
 Doors open at 8.30. Commence at 9.
 Hongkong, 21st September, 1885. [1885]

WANTED, as CLERK, an Active and
 Intelligent, CHINESEMAN, able to
 write English and Chinese.
 Apply at the *Daily Press Office*.
 Hongkong, 22nd September, 1885.

COMPANIA NAVIERA DE FILIPINAS
FOR SALE

THE Steamers "VISAYAS," "LUZON,"
 and "BOLINAO," belonging to the
 above Company. Tenders will be received until
 the 30th instant, by the Undersigned, who
 will furnish intending Purchasers with an
 Particulars desired.
 By Order of the Consulting Committee.

MACLEOD & CO.
Agents.

Manila, 3rd September, 1885. [179]

**UNION INSURANCE SOCIETY OF
CANTON, LIMITED.**

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS of the Society will be held at its HEAD OFFICE, Hongkong, on FRIDAY the 11th INSTANT, at 2 o'clock p.m. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year 1884, and for the Half-year ending 30th June, 1885.

THE TRANSFER BOOKS of the Society will be CLOSED from the 23rd instant to the 2nd Proximo, both days inclusive.

by Order of the Board,
N. J. BDE.
Secretary.
Hongkong, 22nd September, 1885. [172]

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW.

THE Company's Steamship
" DOUGLAS,"
Captain Young, will be despatched for the above
Port To " SHANGHAI " next at MOON.
For Freight, Passages, apply to
DOUGLAS LAPRAKE & CO.,
General Managers.
Hongkong, 21st September, 1885. [171]

OCEAN STEAMSHIP COMPANY.

FOR AMOY AND SHANGHAI—
(Taking Cargo and Passengers at through rates
for NINGBO, CHEONG, NEWBANG, TIENTSIN,
HANKOW, and Ports on the YANGTZEK.)
THE Company's Steamship

"JASON."

Captain Milgiman, will be despatched as above
TO-MORROW, the 23rd inst., at DAY
LIGHT.

FOR Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents,
Hongkong, 21st September, 1885. [168]

**THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.**

FOR AMOY.

THE Company's Steamship

"ESMERALDA."

Captain Taylor, will be despatched for
the above, FOR TO-MORROW, the 23rd
inst., at FIVE P.M.

FOR Freight or Passage, apply to
RUSSELL & Co.,
General Managers,
Hongkong, 21st September, 1885. [172]

FOR HOHHOW AND PAKHOI.

**THE SCOUTS' ORIENTAL STEAM
SHIP COMPANY, LIMITED.**

THE Company's Steamer

"DANUBE."
 Captain Anderson, will be despatched for the
 above Ports on **THURSDAY**, the 24th inst
 at **DATLIGH**.
 For Freight or Passage, apply to
YUEN TAI HONG,
 Agents.
 Hongkong, 22nd September, 1885. [U]
 "SHIRE" LINE OF STEAMERS.
 FOR LONDON AND HAMBURG, via
 SUEZ CANAL.
THE Steamship
 "GLAMORGANSHIRE"
 will leave quai despatched for the above Ports
 This Steamer takes cargo for Hamburg at
 the rate of 4/7 and for Antwerp and Bremen
 4/8 per ton.
 For Freight or Passage, apply to
ADAMSON, BELL & Co.
 Agents.
 Hongkong, 22nd September, 1885. [C]
 FOR HAVRE, LONDON, AND
 HAMBURG.

THE 3/8 L. H. Gorman Clerk

"PAPA."
Honno, Master, will land here for the above
Ports, and will have quick despatch.
For Freight apply to
ARNHOLD, KARBERG & Co.
Hongkong, 22nd September, 1885. [17]

**THE PUNJON AND SUNGHIE DU
SAMANTAN MINING COMPANY,
LIMITED.**

WANTED—A SECRETARY for the
above Company. Applications to be
made by letter to the Undersecretary.
F. H. O. WILSON,
Secretary pro tem.
Hongkong, 12th September, 1885. (14)

INTIMATIONS.

A. S. WATSON & Co.
NEW
VEGETABLE SEEDS
AND
FLOWER SEEDS
ARE NOW READY FOR DELIVERY.

Both are of the Best Varieties and the kinds that do best in China. They are shipped in a manner that ensures their preservation in transit and in three separate parcels. Thus every possible precaution is taken to avoid disappointing Purchasers.

CATALOGUES ON APPLICATION.
SPECIAL FLOWERS SEEDS
in separate named Varieties.
PANSY, CARNATIONS, PLOX, PETUNIA, VERBENA, PORTULACA.
THE HONGKONG DISPENSARY. 121

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed to "The Editor," and those on business "The Manager," and not to individuals by name. Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. Advertisements and Subscriptions which are not ordered for a first period will be continued until discontinued. Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

BIRTH.

On the 15th instant, at Swatow, the wife of JOHN ANDREW, of a daughter.

The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1886.

In over there was an example showing "with how little wisdom we are governed" it may be found in the regulations issued by the Government of the Straits Settlements with reference to passenger ships. The effect of those regulations is, by applying different rules to ships sailing under the British and German flags respectively, to handicap the former to the extent of eight or nine per cent. per annum on their value, an amount which, as the Vice-Chairman of the Hongkong Chamber of Commerce remarks in the letter to the Secretary of State for the Colonies, which we publish in another column, would be considered a handsome return in these days of shipping depression, and which, when increased as a tax, must have the most disastrous effects in its operation upon British vessels engaged in the passenger trade between China and the Straits. What will the Fair Traders have to say to this matter? A Commission has been appointed at home to inquire as to the existing depression in trade, its causes and extent. The facts now disclosed in connection with the Straits passenger regulations will throw an instructive light on this subject, not so much on account of the extent of the actual loss inflicted on British trade in this particular instance, as on account of the demonstration it affords of the extraordinary and almost incredible carelessness of the Government, Imperial or Colonial, displays with regard to commercial questions. If in this case a bounty of eight per cent. is allowed by the British Government to foreign shipping—for that is the effect of the regulations—it is not unreasonable to suppose that in other instances might be found in which similar advantages were offered to foreign trade as opposed to British. But standing alone the case is sufficient to prove the existence of culpable carelessness or ignorance. If a shipmaster brings his vessel to grief in consequence of these faults he has his certificate suspended, but those who have charge of the ship of state may be careless or ignorant without the fear of any such penalty, except in very extreme cases which excite public opinion to such an extent that an overbrow of the Government follows. Attention having been called to the injustice of the Straits passenger regulations, they will, as a matter of course, be amended. The case against them is too clear to admit of any defence being offered in their behalf; that they should ever have been passed must strike every reasonable man with surprise, and raises serious misgivings as to the safeguarding of British interests by the parties responsible for the regulations. We should certainly have expected better things from the Hon. C. C. SMITH, the Acting Governor of the Straits, for it is, we fear, that rising officer who must be held principally to blame. It may be, as Mr. RYAN suggests in his letter, that the regulations were issued under direct instructions received from the Colonial Office, but to high officials placed in charge of the government of important colonies a certain latitude is allowed for the exercise of their own judgment even in the carrying out of instructions, and with the telegraph cable always available a reference back to the Colonial Office does not carry with it any great responsibility or involve much delay. Mr. SMITH, supposing he received instructions from the Colonial Office to promulgate the regulations, might have represented by telegram the grave injustice they would inflict on British shipping and have requested permission to take the opinion of the respective Chambers of Commerce concerned. In the meantime the then existing law would have remained in force. That law, although inconvenient, was not unfair in the sense that the present regulations are, because it made no distinction of flags, but affected all vessels alike, favouring none. Supposing the Straits Government to have been ignorant of the German regulations, and that their effect had been overlooked by the Colonial Office, a reference to the Chambers of Commerce would at once have elicited the requisite information. It was at the instance of the Chambers of Commerce that action was taken, and it would have been only reasonable to have consulted them as to what action was required in order to redress the grievance of which they complained. The effect of the action actually taken has simply been to create a new and much greater grievance. The Committee of the Hongkong Chamber of Commerce now suggest that in order to render the evil effects brought by the new regulations as short a duration as possible, instructions be as follows:

opportunities forwarded by the Colonial Office, by telegraph, to the authorities at Singapore, cancelling, or at least suspending, until full consideration has been given to this subject, the recent regulations. Certainly no time ought to be lost in putting the matter right. The reasonable course seems to be, as the home Government has implicitly expressed its approval of the German regulations, which allow a greater number of passengers to be carried than the British, to assimilate the British regulations to those of Germany. This could be done by the legislature of Hongkong, but unfortunately no measure on this subject can come into operation until it has received the sanction of the Secretary of State, so that some delay would attend this course, while the anomaly now complained of is one that ought to be immediately done away with, whether the German or British standard be ultimately adopted.

The Government Astronomer yesterday resumed the dropping of the Time Ball at Tsim Tsai-tsi.

The British corvette *Cleopatra* (14), Captain Henry N. Hopley, arrived in Yokohama on the 11th inst. from Nagasaki.

The Yokohama papers are authorized to state that not a single case of cholera has occurred so far, amongst the foreign residents in Nagasaki.

The work for the improvement of Mailla harbor is now, we learn, being vigorously prosecuted, but it will probably be twelve years before the scheme is completely carried out.

The Japan Mail says that "in view of the increasing intercourse between Japan and China, the authorities of the latter country propose to open a Japanese language school in Peking."

It is stated by the Japan Mail that the Shingwa Glass Works have made great progress in their manufacture, and it is now in contemplation to export them to Shanghai and Korea.

The *Sarawak Gazette* says that the Chinese at Sibu have seriously turned their attention to planting, and large demands for coffee seedlings, rubber cuttings, and gambier seeds are being made.

Vessels arriving at Vladivostok from Nagasaki and other ports of the Pacific, are subjected to three days' medical observation, but orders have since been received from St. Petersburg to extend the period of observation to seven days unless the vessel is found to be free of cholera, and a clean bill of health.

The *Oake Nippo* says:—According to a merchant who arrived from China the other day, the crops there have suffered much from flood, and will be only about 60 per cent. of the average. In Japan, on the other hand, the prospects are bright, and some commercial men expect to make large profits by exporting rice to China.

The *Penang Gazette* says:—The execution of the will of the late Lee Boon Choo, of the firm of Saeng Moh, Rangoon, and Chong Moh and Co. of Penang, have informed the Trustees of the Penang Free School that a sum of \$1,000 has been left to the school by the late testator, and that the Penang Free School, to be paid over to them to found a scholarship in his name.

The Band of "The Buffs" will play in the Botanical Gardens on Thursday, the 24th inst., commencing at 5 p.m. (weather permitting). The programme is as follows:—

1. "The Buffs" (Marching Band).
2. "The Buffs" (Marching Band).
3. "The Buffs" (Marching Band).
4. "The Buffs" (Marching Band).
5. "The Buffs" (Marching Band).
6. "The Buffs" (Marching Band).
7. "The Buffs" (Marching Band).
8. "The Buffs" (Marching Band).
9. "The Buffs" (Marching Band).
10. "The Buffs" (Marching Band).

The Nagasaki Rising Sun says:—A serious accident occurred at the Takasaka Colliery, on Wednesday, the 9th inst., resulting in the entire destruction of the mine. The cause of the accident was the explosion of a gas lamp, which had been used in the mine. The explosion was so violent that it blew the roof of the mine away, and the gas lamp was blown to pieces. The mine was closed for several days, and the bodies of the miners who were killed were recovered. The accident was a great loss to the colliery, and the authorities are now investigating the cause of the explosion.

The Nagasaki Rising Sun says:—The vessel *Yamaguchi*, which was wrecked at the mouth of the Sagami Bay, on the 10th inst., has been raised. The vessel was found to be in a very bad state of repair, and it was feared that it would not be able to withstand the rough weather. The vessel was raised by a tugboat, and it is now being towed to the port. The cargo of the vessel was saved, and the crew is safe.

The French gunboat *Vicomte*, Commander Pellery, left for port on Sunday for Saigon.

The Russian ironclad *Vladimir Monomakh*, which had been anchored off Fusan, left there on the 18th inst.

The Spanish steamer *Alba* was discharged from the Kowloon dock on Sunday and the British steamer *Alba* from the Compenhill dock yesterday.

The Agents (Messrs. Russell & Co.) inform us that the B. and A. steamer *Memorise* left Sydney on the 11th inst. and should leave Port Darwin for this port to-day.

By the report of the Ocean Steamship Company's steamer *Jason* in another column it will be seen that when she was in the Red Sea she was attacked by a large number of pirates, and the crew were forced to fight with them.

The investigation concerning the loss of the P. M. steamer *City of Tokio* had (says a Yokohama paper) commenced prior to the departure of the *City of Rio de Janeiro* from San Francisco.

Sir Robert Hart, in the N. C. Daily News understands, shortly going to England on leave. His Chief Secretary will be in charge, and the probability is that Mr. James Hart will be the man.

His Majesty's ship *Albatross* is expected to arrive in Yokohama on the 11th inst. from Nagasaki.

On our front page will be found the advertisement of the Harnden Hand Grenade Fire-Extinguisher Company. The agent, Mr. Clark, intends shortly to invite the public to witness some tests of the efficacy of the grenades in extinguishing fire.

In addition to the sum announced in yesterday's issue as having been received for the Kwangtung Inundation Fund, the Rev. J. B. Oat has received the following subscription:—

Douglas Lepratt & Co. \$100

Attention is directed to the announcement on our front page that the trial of the *Far East* Fire-Extinguisher was held on the 18th inst. The trial was held in the presence of a large number of witnesses, and the results were most satisfactory.

The Government issued the following in the form of a circular yesterday:—Heads of Departments are informed that information having been received of the death of His Majesty King Pih, the Emperor of China, that the Government has decided to observe a day of mourning on the 22nd inst. (22nd inst.) from 8 a.m. until sunset.

Last night at the Theatre Royal, City Hall, the *Emile* opera company produced the *Emile* opera. The performance was a great success, and the audience was very large. The company is now on tour, and will be performing in other cities.

From a letter dated Chiofo, the 11th September, we learn that the N. C. Daily News, which is a French newspaper, was then off French Island. The vessel was carrying a large number of passengers, and it was feared that it would not be able to withstand the rough weather. The vessel was wrecked, and the crew was killed.

The *Siam Advertiser* of the 12th inst. says:—At Meikong, a state criminal who had been sentenced to 10 years' imprisonment, was found to be in a very bad state of health. The criminal was found to be suffering from cholera, and he died. The authorities are now investigating the cause of the death.

An unwelcome visitor appeared in the harbour on Sunday in the shape of a large shark. Judging from the portions visible, the shark and tail fins, the distance between them was fully half the length of the ship, which was fully 100 feet. The shark was seen to be swimming towards the ship, and it was feared that it would attack the ship. The ship was moved to a safe distance, and the shark was seen to be swimming away.

The *Sarawak Gazette* says:—On the 10th inst., the *Sarawak* and *Singapore* Steamship Company, Limited, ceased to exist, in accordance with the terms of the Articles of Association. The property and goodwill of the business have been sold to the *Singapore* Steamship Company, Limited, and the business is now being carried on under the same name, to the public generally no change has been noticeable.

The *Sarawak Gazette* says:—The vessel *Rajahmundry*, which was wrecked at the mouth of the Sagami Bay, on the 10th inst., has been raised. The vessel was found to be in a very bad state of repair, and it was feared that it would not be able to withstand the rough weather. The vessel was raised by a tugboat, and it is now being towed to the port. The cargo of the vessel was saved, and the crew is safe.

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THE KWANGTUNG INUNDATION RELIEF FUND.

The following further subscriptions have been received:—

Collected at Amoy by Mr. E. J. Forrest, H.B.M. Consul:—

Mr. J. Forrest \$100
Mr. J. Forrest \$100
Mr. J. Forrest \$100
Mr. J. Forrest \$100
Mr. J. Forrest \$100
Mr. J. Forrest \$100
Mr. J. Forrest \$100
Mr. J. Forrest \$100
Mr. J. Forrest \$100
Mr. J. Forrest \$100

The following correspondence has been handed to us by the Secretary of the Hongkong Chamber of Commerce, with a request for its publication:—

Hongkong General Chamber of Commerce, Hongkong, 15th September, 1886.

Sir,—By desire of the Committee of this Chamber I have the honour to lay before you the enclosed correspondence, which has taken place between this Chamber and the Executive of the Quarantine Regulations.

The Regulations, as you will gather from the correspondence, present most unpalatable and unfair to Foreign shipping frequenting the port, while Chinese vessels, from which infinitely greater danger of dissemination of disease is to be apprehended, are exempted from all such regulations.

The Committee desire me particularly to call your attention to the terms of Lord Derby's despatch of the 13th February, 1885, copy of which was forwarded to this Chamber by Governor Sir R. B. Peel, and to the fact that after the confident expectation which this Chamber was led to entertain, that the Quarantine Regulations of this Colony would at last be placed upon a rational and satisfactory basis, the Committee feel they have no other course left open to them, in justice to the interests of this Colony, but to submit the whole question for your consideration and final decision.

The Committee cannot help stating, also, that the action of the Executive has given rise to a very general opinion in the Colony, that the present regulations are not only unfair, but also that they are a great hindrance to the commerce of this Colony, and that they are a great source of annoyance to the shipping community.

The Committee feel that it is their duty to bring this matter before you, and to request you to take such action as you may think fit in the premises.

Yours faithfully,
Colonel The Right Honourable F. Stanley,
His Majesty's Principal Secretary of State for the Colonies.

THE HONGKONG CHAMBER OF COMMERCE AND QUARANTINE REGULATIONS.

The following correspondence has been handed to us by the Secretary of the Hongkong Chamber of Commerce, with a request for its publication:—

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Yours faithfully,
Colonel The Right Honourable F. Stanley,
His Majesty's Principal Secretary of State for the Colonies.

The Hon. F. RYAN, Vice-Chairman, Hongkong General Chamber of Commerce.

THE EMIGRATION LAWS OF HONGKONG AND SINGAPORE.

We are requested by the Secretary of the Hongkong General Chamber of Commerce to publish the following correspondence relating to the Emigration Laws of Hongkong and Singapore:—

Hongkong General Chamber of Commerce, Hongkong, 15th September, 1886.

Sir,—I have the honour to acknowledge the receipt of your letter of the 10th inst., and to inform you that the same has been forwarded to the Secretary of the Hongkong General Chamber of Commerce, and that the same is now being considered by the Committee.

The Committee feel that it is their duty to bring this matter before you, and to request you to take such action as you may think fit in the premises.

Yours faithfully,
Colonel The Right Honourable F. Stanley,
His Majesty's Principal Secretary of State for the Colonies.

The Hon. F. RYAN, Vice-Chairman, Hongkong General Chamber of Commerce.

CLAN RIOT IN VICTORIA.

Yesterday the western part of the town was the scene of a riot, the largest that has been known since the late rebellion. The riot was caused by a dispute between two clans, and it resulted in the death of several persons and the destruction of property.

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wards the Order in Council at Singapore, above set, was published.

The German Government, the Committee is informed, have taken action in this matter, and have decided to suspend the operation of the Order in Council, and to allow the German vessels to trade freely in the port.

The Committee feel that it is their duty to bring this matter before you, and to request you to take such action as you may think fit in the premises.

Yours faithfully,
Colonel The Right Honourable F. Stanley,
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The Hon. F. RYAN, Vice-Chairman, Hongkong General Chamber of Commerce.

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curse, and even laid in some few arms, which were, unfortunately, a great deal of the weaker party. The police, however, also got wind of the project on Sunday, and yesterday morning, hearing of two or three persons who had been placed in the hands of the weaker party, they proceeded to the house and seized them. This, unfortunately, was only a very small portion of the equipment. The police were taken also in the shape of a posting extra police about Queen's-road West, Praya West, &c. Mounted troopers patrolled all the morning, but the would-be combatants were not to be deterred. Taking advantage of a favourable moment, a small party of the weaker party, and a swarm of coolies, was at once engaged from the top of the hill, and the police were driven down the hill, and the weaker party were driven up the hill.

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that the complainant had pulled down his work, and he stopped him, as there were no orders given by the architect for anything of the kind being done. The complainant then called a constable, and the constable took the complainant to the police station. The complainant was then released, and the constable was ordered to return to the police station.

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been was exploding, he jumped overboard on the port side, and struck out from the vessel. At the same time the sailor went over the starboard side but was dangerously scalded before doing so, and being apparently unable to swim, he sank and was drowned. The Chinaman was also scalded severely about the legs. The Chinese crew who had been engaged with the anchor apper to have lost their heads, for although they saw Mr. Fryer in the water, they made no attempt to lower the Dragon boat to save him. Consequently, he floated about for upwards of a quarter of an hour. At the time he went overboard he had a pair of binoculars in his hand. These he held on to for some time, but finding he was getting weaker, he wisely let them go. In the meantime he called out for assistance, and a native boat put off to rescue him. By this time he was nearly exhausted, and when the boat came close enough, he had only sufficient strength left to grasp a boat hook that was held out to him by one of the boat people. He was then hoisted on board, and taken back to the Dragon. On getting on board again he found that the boiler had burst at the bottom, and that the fireman who was on duty at the time of the accident had been killed, while the Chinese engineer was also injured. Mr. Fryer then signalled a tug and went out with her to the *Bessie* for assistance. The doctor of the mail boat returned with him to the *Dragon* and attended the injured people, procuring the fireman dead, and the Chinese engineer in tow, and brought her and the mails and passengers to Shanghai.—Daily News.

NETHERLANDS INDIA.

The Netherlands Indian Government does its best, notwithstanding trade depression, to make the struggle for life still harder for the bulk of the people. Sugar, Petroleum, and Tobacco Licenses are sold at high prices, and the Government is determined to keep the revenue, and the land-tax being increased and rigidly enforced in cash, though the cultivators, owing to the low prices of paddy, have had to resort to the use of credit to pay the tax. To satisfy the collectors they have in consequence either to sell their produce at heavy losses, or borrow money at exorbitant interest. No wonder that it is reported that the contentment bias has become ripe among the cultivating classes.

In the Java native principalities, distress among the natives is so great, owing to heavy taxation to cover chronic deficits and the fall in the price of produce, that to guard against revolt, strong detachments of troops have been posted at four important strategic positions, so that should the worst anticipations be realized, adequate forces will be at hand to quell any disturbance.

Elsewhere in West Java, the outlook is no brighter from fanaticism steadily gaining head among the Sundanese, owing to the serious economic condition of the land. The feeling among the natives towards Europeans has changed so much for the worse that persons who have spent three quarters of their lifetime among the country people, begin to look with apprehension and distrust at the natives. To knowledge that threatening signs are manifestly evident.

The Governor-General has been obliged to give up his intention to visit the principalities in Java from the financial being unable to bear the strain of the resulting outlay, owing to a recurring deficit and the prospect of a short revenue year.

The defence of Batavia has been strengthened by the addition of several war torpedoes. Training a corps to manage them began about the middle of August. No whitened torpedoes are however available, though almost all other warlike property is complete. Torpedo boats are shortly expected. The general opinion at Batavia is that what has been done in this line is utterly inadequate. Other Java reports are worse, off in having no torpedoes at all.

The Planters' Association at Deli recently applied to the Governor-General of Netherlands India for permission to set up an asylum there for indigent and distressed coolies, upon which His Excellency forwarded a despatch to the Minister for the Colonies intimating his opinion that the application made by the Planters' Association deserved support in every respect, and suggesting to the Minister to ask the King's sanction for the granting of a yearly subsidy of aid amounting to 15,000 guilders to be included in the estimates for 1886. The Association on being informed of this recommendation, hailed it with pleasure. Doubtless, the total of 202,200 guilders have already been promised to the private individuals, besides a fixed yearly contribution to the amount of 2,000 guilders. Should the King's sanction be granted, the subsidy, there is every prospect of the Association becoming enabled, after deducting the outlay on building the asylum, to meet the yearly expenditure for upkeep, etc., amounting to about 25,000 guilders.—Singapore Free Press.

COMMERCIAL INTELLIGENCE.

EXPORT CARGOES.
For steamship *Orion* sailed on the 14th September:—For London—48,135 lbs. copra, 89,614 lbs. scented caper, 10,030 lbs. scented orange pinks, 546 lbs. sorts, 225 bales waste silk, 10 cases bristles, 75 cases preserves, and 75 cases sundries. For San Francisco—30 packages tea. From Manila—60 cases preserves, 100 bales waste silk, and 261 bales copra. For steamship *Yongala*, sailed on the 17th September:—For London—45 cases silk, 30 bales waste silk, and 1 case silk. For Port of Spain—100 bales silk, 15 cases silk, 70 packages sundries, 472 lbs. hyacin, 2,030 lbs. imperial, 6,400 lbs. scotch, and 6,400 lbs. congon. From London for Canton—400 lbs. congon, and 3,300 lbs. scotch.

OPVIX.
Quotations are—\$500 to \$510 per picul, allas. Malva (New)..... 10 1/2 to 23 atties. Malva (Old)..... \$530 to \$540 per picul, allas. (of 21 to 3 atties).
Bana (New)..... \$775 per chest. Bana (Old)..... \$771 per chest.
Bana (Old)..... \$771 per chest.

ON LONDON.
Telegraphic Transfer..... 3/5 1/2 Bank Bills on demand..... 3/5 1/2 Bank Bills at 30 days sight..... 3/5 1/2 Bank Bills at 4 months sight..... 3/5 1/2 Documentary Bills at 4 months sight..... 3/5 1/2

ON PARIS.
Bank Bills on demand..... 4/30 Credits, at 4 months sight..... 4/44 On New York..... 84 Bank Bills on demand..... 84 Credits, 60 days sight..... 84

ON BOMBAY.
Telegraphic Transfer..... 22/3 Bank on demand..... 22/3 On Shanghai..... 22/3 Bank at sight..... 22/3 Periods, 30 days sight..... 22/3

SHABES.
Hongkong Fire—Sales are reported at \$370 per share for the end of the month.
Yokohama—Have been placed at 17 per cent. discount for cash.

Quotations are—
Hongkong and Shanghai Bank Shares—101 per share.
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Union Insurance Society of Canton, Limited—\$40 per share.
China Trade Insurance Company's Shares—\$63 per share.

North China Insurance—Tls. 360 per share.
Yantai Insurance Association—Tls. 122 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—\$23 per share.

Hongkong Fire Insurance Company's Shares—\$37 per share.
China Fire Insurance Company's Shares—\$75 per share.
Hongkong and Whampoa Dock Company's Shares—65 per cent. prem.

Hongkong, Canton, and Mexico Steamboat Co.'s Shares—\$40 per share.
Indo-China Steam Navigation Co.'s Shares—17 per cent. discount.
China and Manila Steamship Company, Limited—\$30 per cent. discount, nominal.
Douglas Steamship Company, Limited—\$37 per share.

Hongkong Gas Company's Shares—\$10 per share.

Hongkong Hotel Company's Shares—\$150 per share.
China Sugar Refining Company, Limited—\$85 per share.
China Sugar Refining Company (Debutant)—1 per cent. premium nominal.
Lunatic Sugar Refining Company, Limited—\$80 per share.
Hongkong Ice Company's Shares—\$165 per share.
Hongkong and China Bakery Company, Limited—\$118 per share.
Perak Tin Mining and Smelting Company—\$20 per share.
Selatong Tin Mining Company—\$13 per share.
Perak Sugar Cultivation Company—Tls. 12 per share.
Hongkong Rubber Manufacturing Company, Limited—\$87 per share.
Hongkong Glass Manufacturing Co., Limited—\$7 per share.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—3 per cent. premium.
Chinese Imperial Loan of 1884 C—5 per cent. premium.

HONGKONG TEMPERATURE.
(From Maxima, Minima & Co.'s Barometer.)
Thermometer—24.5
Thermometer—24.5
Thermometer—24.5
Thermometer—24.5
Thermometer—24.5
Thermometer—24.5
Thermometer—24.5
Thermometer—24.5
Thermometer—24.5
Thermometer—24.5

HONGKONG TIDE TABLE.

Hour.	High Water.	Low Water.
12.00	1.2	1.2
1.00	1.1	1.1
2.00	1.0	1.0
3.00	0.9	0.9
4.00	0.8	0.8
5.00	0.7	0.7
6.00	0.6	0.6
7.00	0.5	0.5
8.00	0.4	0.4
9.00	0.3	0.3
10.00	0.2	0.2
11.00	0.1	0.1
12.00	0.0	0.0

CHINA COAST METEOROLOGICAL REGISTER.

Station.	Barometer.	Thermometer.	Wind.	Clouds.	State of Sky.
1.00	30.0	75	W	1/2	Clear
2.00	30.1	76	W	1/2	Clear
3.00	30.2	77	W	1/2	Clear
4.00	30.3	78	W	1/2	Clear
5.00	30.4	79	W	1/2	Clear
6.00	30.5	80	W	1/2	Clear
7.00	30.6	81	W	1/2	Clear
8.00	30.7	82	W	1/2	Clear
9.00	30.8	83	W	1/2	Clear
10.00	30.9	84	W	1/2	Clear
11.00	31.0	85	W	1/2	Clear
12.00	31.1	86	W	1/2	Clear

METEOROLOGICAL REGISTER.

Station.	Barometer.	Thermometer.	Wind.	Clouds.	State of Sky.
1.00	30.0	75	W	1/2	Clear
2.00	30.1	76	W	1/2	Clear
3.00	30.2	77	W	1/2	Clear
4.00	30.3	78	W	1/2	Clear
5.00	30.4	79	W	1/2	Clear
6.00	30.5	80	W	1/2	Clear
7.00	30.6	81	W	1/2	Clear
8.00	30.7	82	W	1/2	Clear
9.00	30.8	83	W	1/2	Clear
10.00	30.9	84	W	1/2	Clear
11.00	31.0	85	W	1/2	Clear
12.00	31.1	86	W	1/2	Clear

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.
FUSTAU & Co.
Hongkong, 1st April, 1885.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.
The Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES of Insurance against FIRE on the usual terms.
ARNOLD, KARBURG & Co.
Hongkong, January, 1882.

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.
Purely mutual; all profits belong to Policyholders and are made annually.
STATEMENT FOR YEAR ENDING 31st DECEMBER, 1883.
Accumulated Fund..... \$1,879,944.
Surplus over all liabilities and Reserve Fund according to valuation made by the Government..... \$2,159,368.
Income..... \$2,717,593.
C. SETON LINDSAY,
Res. Manager,
Department of the East.
BIRLEY, DALEYMPLE & Co.,
Agents, Hongkong.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

The Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$85,000, on first-class risks at current rates.
MELCHERS & Co.
Hongkong, 27th March, 1876.

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—
On First-class European..... 1/4 Net per Annum.
On First-class Chinese..... 1/4 Net per Annum.
On Second-class Chinese..... 2/4 Net per Annum.
On Third-class Chinese..... 3/4 Net per Annum.
On Petroleum..... 1/4 Net per Annum.
On First-class Chinese..... 1/4 Net per Annum.
On Second-class Chinese..... 2/4 Net per Annum.
On Third-class Chinese..... 3/4 Net per Annum.
On Petroleum..... 1/4 Net per Annum.
On First-class Chinese..... 1/4 Net per Annum.
On Second-class Chinese..... 2/4 Net per Annum.
On Third-class Chinese..... 3/4 Net per Annum.
On Petroleum..... 1/4 Net per Annum.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE at Current Rates.
RIEMSEN & Co.,
Agents.
Hongkong, 18th November, 1872.

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of \$50,000 on any class of risks.
DOUGLAS LAPRAIK & Co.,
Agents for Phenix Fire Office.
Hongkong, 5th August, 1881.

FIRE PROOF SAFE.

DEED on BULLION SAFE just imported, O'Connell's Locks Duplicates, Keys, Size of Safe 10' by 4' by 2'.
J. M. ARMSTRONG.
Hongkong, 24th July, 1885.

VESSELS, ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	CAPTAIN.	AT.	FOR FREIGHT APPLY TO.
LONDON, &c., via SUEZ CANAL.	Verona (str.)	M. de Horne	Hongkong	P. & O. S. N. Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
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LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
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LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
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LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
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LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
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LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
LONDON, &c., via SUEZ CANAL.	Opouck (str.)	Taylor	Hongkong	Arnold, KARBURG & Co.
LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
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LONDON, &c., via SUEZ CANAL.	Glenariff (str.)	W. S. Thomson	Hongkong	Adams, Hall & Co.
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